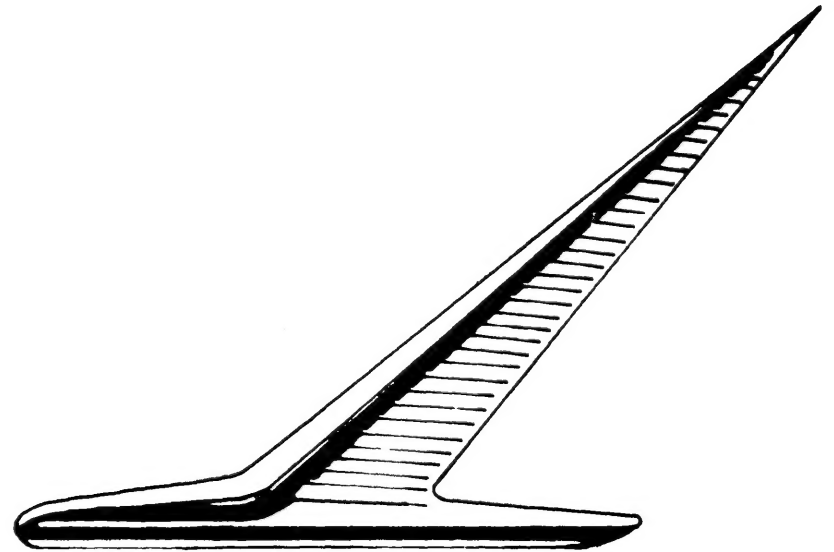


**The**

# *Falcon*

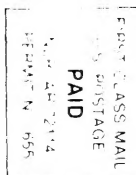
## **News**



**JULY 1983**

Vol 4, No. 12

**FALCON CLUB OF AMERICA**  
629 N. Hospital Drive  
Jacksonville, AR 72076



**FIRST CLASS MAIL**

208  
FRED LANCASTER  
11512 MCANUGUS RD  
DEL VILLE TX 78617



# Vitae...

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THE FALCON CLUB OF AMERICA, INC. is a non-profit organization dedicated to preserving the FALCON automobile built by the Ford Motor Company from 1960 to 1970. Roy E. Sword founded the world-wide club in 1979. It is incorporated under the laws of the state of Arkansas. Yearly dues to The Falcon Club of America are \$12.00 and are payable to The Falcon Club of America, 629 N. Hospital Drive, Jacksonville, AR 72076.

THE FALCON NEWS is published monthly with information from its members. All ads must be sent to the Editor by the 15th of the month, with a limit of 2 ads per member per issue. Each ad must appear in a different section of the classified ads. The FCA will not be held responsible for errors. Legitimate errors will be corrected in the next issue when requested.

## FALCON CLUB OF AMERICA OFFICERS

President: Roy E. Sword, 629 N. Hospital Drive, Jacksonville, AR 72076. Phone (501) 982-1029.

Vice President: Glen Acrey, 1208 S. Center, Lonoke, AR 72086.

Secretary: Ruby Throgmorton, 2108 Memorial Dr., Jacksonville, AR 72076.

Treasurer: Jimmie D. Throgmorton, 2108 Memorial Dr., Jacksonville, AR 72076.

Tour Chairman: Pat Sword, 629 N. Hospital Dr., Jacksonville, AR 72076.

Editor: Harold A. McLean, 1480 Nora Drive, Tallahassee, FL 32304.

Partsmaster: James F. Hatcher, 8301 W. 92nd Terr., Overland, KS 66212 (SASE required for reply).

Chapter Coordinator: Tom O'Dell, 417 Valley View, East Alton, IL 62024.

## BOARD OF DIRECTORS (Number of years in term)

Tom O'Dell, 417 Valley View, East Alton, IL 62024 (5)

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Glen Blubaugh, 5420 Buchangan Trail E., Waynesboro, PA 17268 (3)

Fleming Horne, 7646 Memphis-Arlington Rd., Memphis, TN 38124 (2)

Barby Brunken, 3236 Amherst, Dallas, TX 75225 (1)

## CHAPTERS

### The Dixieland Chapter

Fleming Horne, Jr., 7645 Memphis-Arlington Rd., Memphis, TN 38134.

### The Lone Star Chapter

Barby Brunken, 3236 Amherst, Dallas, TX 75225 (Meets every third Sunday. For information call [212] 361-0115.)

### The Founder's Chapter

Ben Sivils, Rt. 4, Box 521K, Russellville, AR 72801.

### The Gateway Chapter

Tom O'Dell, 417 Valley View, East Alton, IL 62024.

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## CHAPTERS (Continued)

### The Rocky Mountain Chapter

Carl MacDonald, 1765 Carmel Drive, Colorado Springs, Colorado 80910.

### Northwest Falcons Chapter

Edward Murphy, 100-137th S.E., Everett, WA 98204.

### Falcons Over Indiana Chapter

Larry Wilson, RR 4, Box 116, Alexandria, IN 46001.

### Mid America

James Hatcher, 8301 W. 92 Terrace, Overland Park, KS 66212.

## THE CLUB STORE ITEMS

Memo Pad ("Falcon Club of America" imprint).....	\$ .50
Key Chain ("Falcon Club of America", red on white).....	.50
Hat.....	5.00
Decal (National Club window decal).....	1.00
T-Shirt (Child: S-M-L; Adult S-M-L-XL).....	5.50
Patches: National Club Patch (3" round).....	2.00
Ford Falcon (oval, blue and gold).....	2.00
Falcon (rectangular, 2"x4", red and gold).....	2.00
Sweat Shirts (Men's, Ladies, grey with red).....	12.00
V-Neck T-Shirts (large only).....	7.50
Ladies Blouses.....	7.50
60-63 Reproduction Shop Manual (includes V-8).....	30.00
Falcon Club of America License Plate (white with red writing) **NEW ITEM!***.....	4.00

All prices include postage. All checks and money orders should be made to The Falcon Club of America. Send all orders to Pat Sword, Tour Chairman, 629 N. Hospital Dr., Jacksonville, AR 72076.

NOTE TO ALL MEMBERS: The club will send out notices to each member the month before membership expires. Be sure to send your renewal in early to retain your original membership number. If you do not renew your membership within 90 days after it has expired, your membership number will be placed in the inactive file and will no longer be used by the club.



"I'D LIKE TO SHAKE THE HAND OF THE MAN WHO DESIGNED THE FALCON!"



"WHAT TASTE, WHAT IMAGINATION HE HAS..."



"I'D SURE LIKE TO SHAKE HIS HAND!"



"DID YOU EVER CONSIDER IT MIGHT BE A WOMAN?"



Ken Hustvet's pick-em-up. He says to make sure everybody knows he took those birds off of his otherwise perfect Ranchero.

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**FORD Falcon**  
THE WORLD'S MOST SUCCESSFUL NEW CAR

## President's Message

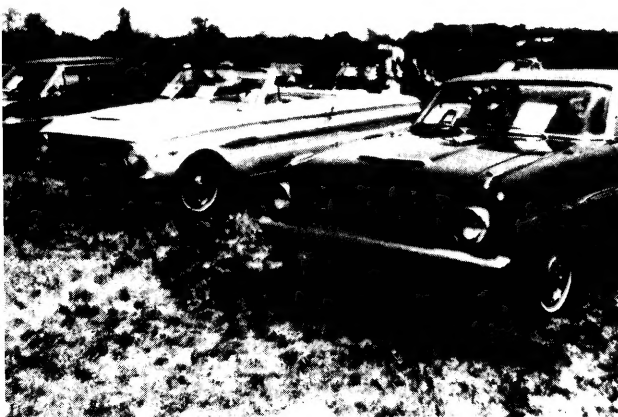
Here we are with only a little over a month until the National Meet, sure looking forward to this year's meet. Hope all of you have plans to attend this year.

Have had a lot of calls about the new club newsletter. Everyone seems excited about it. I'm sure all of you enjoyed it as I did. Be sure to remember club policy on the classified ads. "Each member is permitted 2 ads per issue, they must be in a different section of the classified and all ads are limited to 50 words per ad and all for sale ads must have the selling price." This policy was set up by the Board of Directors.

The Falcon Club of America is researching the idea of commercial ads in the club newsletter. I need some of you to drop me a line and let me know what you think of this. Also, if any of you would be interested in putting a commercial ad in, I would like to hear from you also.

Anyone who plans to sell items at the 4th Annual Meet, should remember the host Chapter (The Lone Star Chapter) has ALL rights on ALL 4th Annual meet items, such as T-shirts, hats, etc. If you need more information on this, contact me at the phone number listed with the officer in the newsletter.

The FCA has another new Chapter, it is The Mid-America Chapter. This chapter covers the Kansas City, KS & MO area. Anyone needing information on this chapter can contact them at the address listed under chapters.



Before

After



What do you get if you mix Milt Robar's baby blue Sprint with elbow grease, a pretty Mass. afternoon, and a lot of competition?  
--TROPHIES!

## From the Editor

Since our last issue Ford's new Tempo automobile was introduced. The Tempo, it seems, is the replacement for the venerable Fairmont, which in its turn, was the replacement for the venerable you-know-what.

As a Falcon aficionado, you owe it to yourself to visit your local Ford dealership to examine the modern day Falcon in detail. You'll find a crossways 2.3 litre mill which sits on top of its own transmission, which sports a lock up torque converter. There is an absolute maze of hoses and wires. There are a number of large important-looking components, the functions of which I could not discover, much less the names. For the price of a '63 Sprint Convertible, and a 289 Squire to trailer it with, you get about the same room as your Sprint would have. You wouldn't get the mysterious components; you'd get none of the hose/wire rat's nest. If you were willing to settle for a '66 sports coupe, you'd have about \$6500 left over. With that money, you could pay for the few gallons additional your '66 would consume; gallons of regular, mind you.

Is it any secret why Falcons have been collectable, then? Don't get me wrong: as a Ford man, I swell with pride to see the people at Dearborn beat the imports at their own game. But an appreciation of the Falcon is an appreciation of simplicity--of low repair frequency and low repair costs. It is a simplicity which Ford recognized and marketed with great success. That's why Falcons were "hot" when they were new, and it's why they are "hot" now.

With the expansion to 20 pages this issue, we hope to eliminate the editing of classified ads. Still it might serve to remind that each member is allowed two ads of 50 words each per issue.

This issue will help you along the road to getting that Fordomatic shifting properly, and it's gonna' help you get rid of that squeek in the upper A frame bushings--almost a small-Ford trademark. We have a report from a member who has spent quite a bit of time in a Falcon seat (I'll let you do the math).

National fever is running high: get those reservations made and get that Simonize hot!



# Technical

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From member, Howie Wheeler, of Tolland, CT:



On the way home from the National, my '63 Falcon developed the "upper 'A' arm squawk." All my previous Falcons and Comets that developed the problem were '65 or later, thus, I found either grease fittings, or plugs into which grease fittings could be fitted. The '63, however, has no holes. At first I thought it would be simple enough just to drill and tap a hole for a grease fitting in the nut-like piece on each end of the 'A' arm. Try it and you'll find that it is hardened steel and a normal drill bit won't even scratch it. The trick is to use a 1/4" masonry bit as it is carbide tipped and will cut through the hardening, which is only a thin layer on the outside. Use the masonry bit only long enough to get through this layer. You can tell because, if you keep checking as you drill, it is a different shade than the regular steel underneath. Once you get through this outer layer, use a regular 15/64" bit to go the rest of the way, or work your way up to it with 1/8", 3/16" then the 15/64". Then it's a simple matter to tap the hole with a 1/4" - 28(N.F.) tap for the fitting. Before installing it, I like to use a small magnetic screwdriver to remove any small pieces of steel from the hole. You can tell when there's enough grease, if you're doing it by hand, because the grease gun will get very hard to compress. Don't force it as you can blow out the seals. The fittings should be centered on whichever surface of the nut-like end pieces is closest to perpendicular to the road surface.

And, from member, Roger Carter, of Corbett, Oregon:

Front Disc Brakes For 1963-1965 Falcon With V/8 (5 hole wheels)  
The 65-66 Mustang front disc brake set up is as near bolt on as could be. Aside from mounting the proportioning valve and re-routing some of the hydraulic lines, there is little else to do other than removing the old system and installing the new. The Falcon spindles are used, with the Mustang caliper and rotor assemblies mounting to them, just as they fit the Mustang. The disc brake master cylinder from the Mustang must be used, as it has increased fluid capacity, and produces the higher hydraulic pressure required by the disc brakes. Note: If used on 63-64 cars with the pressure type stop light switch, provisions must be made to mount the switch on the master cylinder, or to convert the stop light switch to the mechanical type, as used on the 65 cars. If you decide to use the pressure type switch, a 1/16" hole must be drilled into the pressure gallery through the unused boss on the master cylinder, then drill and tapped to 1/8" NPT, to accept the switch.

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The proportioning valve must be used to keep the rear brakes from locking up. This valve should be mounted on the left inner panel, that is where you find them on a Mustang, anyway, and be supplied from the port on the master cylinder with the check valve in it. The check valve appears to be a brass fitting screwed into the port. Be sure to use only steel brake lines and double flared fittings. Inspect all the flares to see that they are not cracked, assemble all parts, fill and bleed the system with new fluid, and the job is done.

The conversion will take most of a day, but the first time you step on the brakes, you will find that it was well worth the effort. The conversion precludes the use of stock 5 hole 13" wheels.

And, from member, Dave Jones, Paradox, Colorado:

Gear jumpout on 1963-65 Falcon Borg Warner T-10 4-speed  
In 1964, Ford issued a service bulletin calling for the replacement of the snaprings on the front and rear of the output shaft. These came in various thicknesses to take up the slack in the geartrain. This extra play would sometimes allow gear jumpout. They recommended that a selection of a snapring to provide a .003 to .008 in clearance between the snapring and the hub be used on the front. At the rear, use the thickest that can be installed. The part number for the kit was C4TZ-7B331-A. Ford has discontinued this number but the kit should still be available from Borg Warner Gear Division.

And, from member, Jerry Ostalecki, of Redford, MI:

Technical manuals are still available from two sources: In each case, a SASE to the address is necessary for an order form and price list. The first source is: Publication Control, Room 223, Ford Parts and Service Division, P. O. Box 3020, Livonia, MI, 48151. The second, which is the best source for old manuals is: Helm, Inc., P. O. Box 07150, Detroit, MI, 48207.

And, finally...

Remember last month's technical teasers? Here's the answers: the 429cid Cobra Jet was the biggest engine ever offered in a production Falcon--in the 1970 1/2 Falcon Torino. Second: the difference between a Falcon 64A and 64C: How about two possible answers, both right? First, and what I suspect most people would come up with, in the 1962 year models where the 64A was the two door sedan and the 64C was the two door sedan with Futura trim and bucket seats. OK. Now, how about 1961? The 64A was the two door sedan (149,982 made plus 44,470 with Futura trim--not a separate model, though) but the 64C was the economy two door sedan, of which 50 were built (figures from Jerry Heasley's book "The Production Figure Book for U.S. Cars"

page 427. The 1960/64 Ford Parts and Accessories catalog does not make this model distinction, nor does the 1960-62 shop manual. As a matter of fact, the shop manual manages to disagree with the parts catalog--and contradicts itself...and Heasley...and Miller.

#### TECHNICAL TEASER

What's an "Economy Sedan?" (Hint: We don't know either!)

(Editor's note: Incidentally, the Technical Teasers feature is authored by Dick Kitterman, organizer of our fledgling technical committee. If you would like to serve on the technical committee, drop Dick a line at 106 Barcelona Dr., Boulder, CO, 80303.

Wendell Smith's '65 Tudor says "Rebel" on the front--which might bring the old Rambler 'Rebel' to mind. But when this two 4bbl. monster lights up, nobody'll be thinking about Nashes!



Do you know the way to San Jose?

If John Bruno ever decides to sell his Classic white beauty, A lot of us will be looking for that way!

(Wonder if you can put a' hundred down and buy this car?)

Whadda ya' say, John?



#### FORDOMATIC REBUILD (PART II)

This month we'll concentrate on getting the transmission ready for surgery. Some of the things we do here will have later consequences, so make sure you follow each step.

At the outset, we are assuming two major things: first, that the transmission is mounted in the car; and second, that you have done the obvious things like check the fluid. When you check the level, you can check the condition of the clutches by smelling the fluid. If the clutches are bad, the oil will have a distinct burnt smell. If you are in doubt, contrast the smell with a new can of Type F fluid.

So here we go then with the actual removal process. Of particular importance is the adjustment of all of the throttle linkage which operates the transmission. When you have the car into the area where you're going to work on it, open the hood (don't jack it up yet) and remove the two bolts on top of the converter housing, that hold the linkage on the trans. Then remove the starter.

Jack the car up, both front and back. Take your time and do it safely. Quite a few people have died a miserable death under cars from inadequate support. Remember, the Falcon Club needs you, even if no one else does!

After you've got it safely blocked, slide under and look around. Get generally familiar with the whole layout before you turn a bolt. After you feel comfortable about what needs to be done, remove the tin cover from the front of the converter housing. It's held on with three or four 5/16 bolts which are quite short. Look at the front of the converter and locate some simple little drain plugs. Turn the converter until one is at the bottom and get something for about a gallon of oil. When you've got the container, take out the plug, after preparing for quite a stream of fluid. When it quits dribbling, put the plug back in and tighten it like it was. Rotate the converter 180 degrees and you see another plug; remove it, let the oil out, and put it back in tightly.

Empty the container and get ready for more oil. Then remove the transmission drain plug. NOTE: not all of you will be lucky enough to have such a plug. You guys can remove the transmission filling tube, or the bottom pan itself. If you remove the pan, put it back on when the transmission quits draining, if it ever does.



A little Florida sun and a Falcon or two help your editor dream up new stuff for the F/N. The Ranchero has 280,000 miles on it; the '63 is completely original.

Go to the back of the car and remove the four "U" bolts which hold the drive shaft on. Remove the drive shaft and catch the oil that comes out of the back of the trans.

The next few steps have to be general because not all Falcons are constructed exactly the same.

The general idea is to jack the trans up after removing the bolts from the rear mount. When the weight is off of the crossmember, take all of the emergency brake stuff off, after drawing a simple sketch of how it goes. Don't trust your memory. Next take the two bolts out of the ends of the crossmember. This will allow you to take the crossmember off of the car. Disconnect all of the linkage, again after making a simple sketch of how it goes. Disconnect the speedometer cable, and take out the oil filler tube, if you haven't already.

Let down the jack until you can see that the jack is about to pull away from the transmission. At this point, jack it back up a bit and support the back of the engine. (I have often used the tie rod and a block for this purpose. I've never had bad results, but you might not want to put your front end alignment at risk.) In any case, support the engine at the rear.

There are either three or four studs sticking through the flex plate from the converter. Remove each of the nuts thereon: they are always special lock nuts--don't forget where they go. Ease the converter back in the housing--it will go about 1/4". Remove the four transmission to engine bolts, after making sure that you have control of the transmission. Be careful, it weighs about 50 pounds. NOTE: some Falcons have a special plate under the floor mat that will enable you to get at the top bolts. None of mine do. CAUTION:

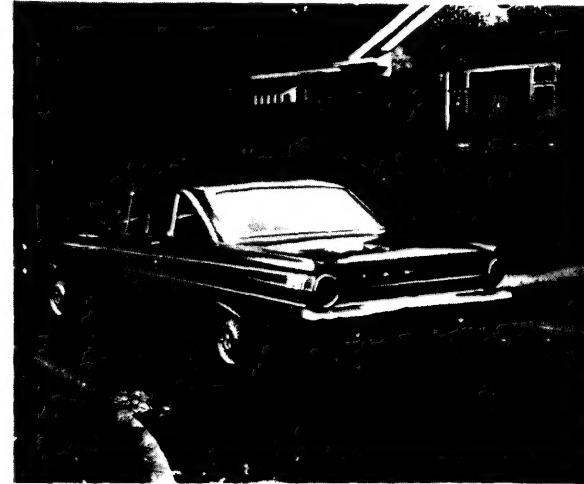
As you are lowering the transmission, keep the tail end of the trans pointed down, because the converter is free to slide out. As soon as you can, restrain the converter with one of your many hands, to prevent this from happening. This part of the job will no doubt require one or two understanding friends. Be careful.



*If y'all will send me more pictures, you won't have to look at so many of mine.*

When you have the trans out, take the converter out of the front. There is a small shaft in the middle of the input area. Remove it carefully and note whether the splines are cut in on each end an equal distance. If not, than note whether the long goes to the front or back, and write it down. Take the trans to a gas station, and tell the genius there that you want the trans steam cleaned, top and bottom. Don't worry toom much about water getting in at this point--you'll be in there pretty soon.

Next month, we'll be getting down to real business. In the meantime, get yourself a good kit with clutches. There's no need to do this much work and not replace the easy, cheap stuff. You'll find a source of trans parts right here in the Falcon News or at your friendly parts dealer. You should pay about \$50.00 for the kit.

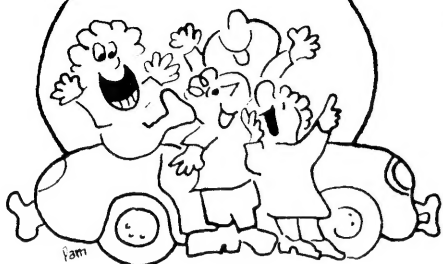


*Lou Williams, who works for FcMoCo, made a lucky find on a business trip to Atlanta: this pretty little dark blue Sprint made it back to Michigan with out a problem.*

*Board of directors member Barby Brunken sends a picture of his Futura Wagon. Sure looks Straight.*







(EDITOR'S NOTE: We are quite a bit behind in publishing the names, etc, of our esteemed new members, so if you are newly with us, don't be alarmed. As of this writing, our newest member holds member number 1471!)

Susan Williams, 229 E. Park Av., Maple Shade, NJ, 08052.  
Chester C. Whitaker, 1209 Lyric Lane, Nashville, TN, 37207.  
Jimmy Crowe, 1303 Red Oak Dr., Ennis, TX, 75119.  
Eugene Neaville, 821 McKinnie Ave., Ft. Wayne, IN, 46808.  
Douglas Smith, 2725 S. Pierce St., Denver, CO, 80227  
Mike and Chris Feutz, 535 Valley Ave., NW, Grand Rapids, MI, 49504.  
Keith Grady, 4303 Britanna Rd., Richmond, VA, 23234.  
William Cullingford, 4304 S. Main Street, Winston-Salem, NC, 27107.  
John Savini, 1055 N. Ward Ave., Girard, OH, 44420.  
Larry Dunkin, Sr., 129 St. Paul Dr., Cahoria, IL, 62206.  
Jim Larkin, 4932 Whitman Terr., Pennsauken, NJ, 08109.  
Chuck Epler, 609 E. Raynor Dr., Fayetteville, NC, 28301.  
Dale A. Rhoades, 7313 125th Ave., Crown Point, IN, 46307.  
William C. Pope, 1980 S.W. 239th Ave., Hillsboro, OR, 97123.  
Clint C. Lindsey, 805 N. Alamo St., San Antonio, TX, 78215.  
Clark Vegazo, 120 Newton Rd., Hollywood, FL, 33023.  
Mike Dettloff, 157 Overpeck Ave., Ridgefield Pk., NJ, 07660.  
Tony Albarello, 4630 Calle De Tosca, San Jose, CA, 95118.  
Russell Herman, 318 N. 19th Street, Bismarck, ND, 58501.  
Don Lucas, P. O. Box 31, Fair Grove, MO, 65648.  
Dennis Peterson, 7107 E. 107th Pl., Kansas City, MO, 64134  
Kenneth Nicholas, P. O. Box 468, Colchester, IL, 62326.  
Raymond Storck, 1955 26th Ave. Court, Greeley, CO, 80631.  
Larry Jungmeyer, Rt. 1, Lohman, MO, 65033.  
Gary Kinnear, 72 Leeds Street, Worchester, MA, 01606.  
Karl Clark, 75 Torrey Street, Easthampton, MA, 01027.  
John Kilkelly, 23 Riverside Drive, Massapequa, NY, 11758.  
Raymond L. Brown, Jr., 143 Davenport Avenue, Akron, OH, 44312.  
James McNeely, 7045 Skyline Dr., Lithia Sprgs., GA, 30057.  
Damian Slivinski, 15238 1/2 Eastwood Av., Lawndale, CA, 90260.  
Phillip Sablet, 13001 Wright Street, Jacksonville, AR, 72076.  
Tommy Bobo, Jr., 201 Brook Drive, Alpharetta, GA, 30201.  
John McCarrier, Jr., 2155 Carriage Rd., Powell, OH, 43065.  
Royce Peterson, 6240 Richmond, Dallas, TX 75214.  
Alan D. Clemence, 401 Ormsby Ave., Pittsburgh, PA, 15210.  
Lauren Vanderwoude, Box 155 Nobleford, Albta-Canada  
(Continued on page 15)

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See how lively and care-free driving can be

Norm Herbst of Rochester, N.Y., sends us the window sticker from his '63 Sprint convertible. Note that padded dash is a separate option from the Sprint package.

FALCON	VEHICLE	CONV	5247000
RANGCON	RED		
790X13	4PK WSH		3300
WHITE	TOP		
4SPEED	MANUAL TRANS		18800
FALCON	VEH SPHINT EQUIP		30720
PADDED	DASH		1730
CLOANT	ANTIFREEZE	N	

Jack Edward caught O.J. Simpson in a TV movie entitled "Cocaine & Blue Eyes." Jack didn't like the script or the dialogue, but he did like O.J.'s Sprint Convertible!

TRANSPORTATION: HARTZ

5250

TOTAL	14312000
-------	----------

MAIL LETTER BOXES IN C  
1075 R L G L RD  
RICHMOND ST N Y

VEHICLE SERIAL NUMBER 1E111210007 FROM ASSEMBLY PLANT LORAIN 1

THIS LABEL IS APPROVED PURSUANT TO FEDERAL AUTOMOBILE INFORMATION DISCLOSURE ACT. MANUFACTURERS SUGGESTED RETAIL PRICE, IN U.S. DOLLARS, AND DISCOUNTS FOR FEDERAL EXCISE TAX AND SUGGESTED DEALER PREPARATION AND CONDITIONING CHARGE ARE LISTED. EXCISE AND TITLE FEES, STATE AND LOCAL TAXES AND DEALER INSTALLED OPTIONS AND ACCESSORIES ARE NOT INCLUDED.

Step inside the



in your future!

Your investment in this new Ford car will bring high returns: in sheer driving fun—and in dramatic relief from the bother and expense of frequent car servicing. Routine maintenance for all Ford cars\* has been reduced to just two stops a year, or once every 6,000 miles. This modern convenience was pioneered by Ford—and for you, it means more time to live the lively life!

A 24-month or 24,000-mile warranty† backs this car.

This extension of the warranty, first pioneered by Ford Motor Company in 1960 is now applicable to all Ford cars. This year, Ford continues to set new standards of automotive excellence with continuous inspections, tests and evaluations throughout every phase of design, production and assembly. The result is this quality-crafted Ford—a car for your driving pleasure now, and in the future.

[illegible]

A PRODUCT OF



MOTOR COMPANY

\*Except Falcon Station Bus and Club Vans.

\_\_\_\_\_

Robert Collinsworth of Allen, Texas, must have some sort of record: He writes, "I would like to tell you and the members that I have owned Falcons for twenty-one years. My first Falcon was a 1962 Falcon, which I drove two-hundred and twenty-five thousand miles. Then I bought a 1964 Falcon Futura four door six cylinder. I am driving this car every day, it is our family car. It has two-hundred twenty-three thousand miles on it now and runs like a new, one.

I also have a 1965 Falcon Ranchero six cylinder, I have driven it one hundred and seven thousand miles. This is a total of five hundred and fifty-five thousand miles on Falcons. Do you know if any of the club members have driven Falcons this many miles? In my opinion, the Falcon is the best car that has ever been made.

Keep up the good work."



Another pretty light  
hauler from Eau Claire,  
Wisc., complements of  
the Ken Hustvet collection.

# Update

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Dixieland Chapter hosted the First Annual May in Memphis Southern Area Falcon Meet on May 28 at the old Lakeland Drag Strip. A brief morning shower sent everyone scurrying to roll up windows and raise tops, but the rest of the day was nice enough to get a sunburn.

After looking at and talking about Falcons, everyone walked around the grounds to admire the T-Birds, Street Rods, Antique cars, Mustangs, 50's cars, and antique motorcycles which were also present for their respective meets. A flea market featuring auto parts for the guys, crafts for the ladies, and a large shopping mall immediately outside the show flea market area provided everyone with plenty to do when not visiting with fellow Falcon lovers.

13 Falcons were registered from the mid-south. Five trophies went to: 1st, Mary Horne, '63 convertible; 2nd, Dale Hastings, '63 convertible; 3rd, David Wingfield, '64 2-dr. HT; 4th, Jeff Lustig, '62 4-dr.; and 5th, Homer Greenlee, '63 2-dr. HT.

Everyone had an enjoyable time (Falcon folks sure are nice)! We hope to do it again next year, bigger and better.

\*\*\*\*\*

July 16, 1983, The Founder's Chapter will have a potluck picnic at Petit Jean Mountain State Park. Everyone is to meet at the Auto Museum at 11:00 AM. For more information contact Chapter President.

\*\*\*\*\*

## PARADE OF FALCONS TO NATIONAL MEET IN DALLAS...

Several members of the Founder's Chapter will leave North Little Rock, Arkansas, on August 11, in a parade to the National Meet. Some of the Gateway Chapter members will also be going in this parade. Anyone who wishes to join in the convoy of Falcons can get more information from Roy Sword, Jacksonville, AR, Phone (501) 982-1029.

\*\*\*\*\*

On June 5, over fifty Falcon Club of America members and non-member Falcon lovers held a mini-meet in a Burlington, Vermont, parking garage. Cars came from New Jersey, New York, Connecticut, Massachusetts, New Hampshire, Maine and Vermont. There were twenty-two cars in all including two 1961's, one 1962, five 1963's (all convertibles) three 1964's. All the other 11 were 1965's. Convertibles predominated but there were two 4-door sedans, two wagons, a ranchero and a rare Econoline pick-up truck.

At the meet it was unanimously decided to request the granting of a Northeast Chapter from the national club. That application is in the process of being signed and sent to Roy Sword. It was hoped at least one member might make it to Dallas.

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When they are ready picture of some of the cars at the meet will be sent to FCA to prove to other FCA members that northeast cars are not necessarily rust buckets, even if we do have to work harder to restore them. Howard Stearns (714).

\*\*\*\*\*

NORTHWEST FALCON CHAPTER; the second quarterly meeting was held at George Johnson's in Tacoma, Washington, on May 22, 1983. It was a great afternoon meeting with five of our eleven members present. Also in attendance were 10 guests. Eleven Falcons consisting of 2-doors, 4-doors, hard tops and convertibles were displayed. We agreed to have an outing during June or July with our families for a picnic. After the meeting, a light lunch was served. Max L. Appelgate, 6217-48th Ave., E., Tacoma, Washington, 98443, Sec.-Treasure Northeast Falcon Chapter.

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I've enjoyed the Falcon newsletters forwarded by your club. We will be featuring some interesting and nice Falcons in Classic Sixties.

I was thinking about a Falcon native to my home state of Kansas--one I remember well, but have never had an opportunity to document or photograph.

Kansas celebrated its centennial in 1961, and apparently the Ford zone, or a group of Ford dealers had a special run of commemorative Falcons built. All were "wheat gold"--of course--and most I remember, if not all, had white tops. The really neat thing was that a Kansas Centennial medallion was affixed to each front fender near the Falcon emblem.

I last saw one of these cars in 1979, in Newton, Kansas. It was a 2-door sedan--most were 4-doors.

Have you any members with such a car? I'd be interested in doing a short feature, perhaps a page, about them for Classic Sixties. I'd also welcome any information on how and why, and how many, were built. Thank you for your consideration. Terry Boyce, Editor, Classic Sixties, P. O. Drawer 7157, Lakeland, FL 33807. (813) 644-0440.

LATE ENTRY: ROCKY MOUNTAIN CHAPTER - July 10th, joint meeting with the Pikes Peak Corvair Club. St. Cajetan's Parking Lot, 9th and Lawrence St., University of Colorado at Denver Campus. 1 P.M. to 3 P.M. with motocade down Broadway Street at 3 P.M. Short business meeting.

## NEW MEMBERS CONTINUED:

Don Czeschin, Rt. 2, Box 243, Marthasville, MO, 63357.  
Charles Wilson, 4131 E. 85th St., Tulsa, OK, 74136.  
Billy West, 13 Apache Dr., Jonesboro, AR, 72401.  
Rob Fayette, 1372 W. Axton Rd., Ferndale, WA, 98248.  
Kyle Hartman, River House, Rensselaer Falls, NY, 13680



## FALCONS FOR SALE

1964 Ford Falcon. 4 door, excellent condition. 25,000 actual miles-original (show car). Only one type of oil even used in engine. Must sell \$3400. David Melton, 330 Trowbridge Street, Allegan, Michigan, 49010. (616) 673-6392.

1965 Sedan Delivery. 200 6 cyl., 3 spd. auto, mechanically excellent, radials, trans. and engine rebuilt, AM/FM. Needs minor body work and paint to be beautiful-many spare part included. \$1600. Gary Graves, #1058, 262 S. Worc. St., Norton, MA, 02766. Home (617) 285-7735. Work (617) 699-1161.

1963 Deluxe Falcon Squire Wagon. White/wood trim, red. int., 6 cyl. auto ark. car, no rust. Almost show room new. Second owner, 64,000 miles, new radials, deluxe wheel covers/spinners. Never seen snow, rust proofed. \$3500 or best offer. Wayne Neukom, 909 S. Franklin, Garrett, Indiana, 46738. (219) 447-9484.

Special Built Prototype 2-pass Falcon. The car was built by "Holman & Moody" and was to be raced at Lemans. However, it was not finished until after the event was over. Ads have been placed in the next "Hemmings & Shelby" mag's. Bill Clawson, 4125 Warner Rd., Howell, Michigan, 48843. (517) 546-2214.

1965 Ranchero, V8, auto., air, \$2500; 1965 Futura Sta. Wagon, V8, std. air, (The one I've had at the Nationals the last three years), \$2500; 1963 Futura Convertible, 6, 4spd., 50,000 miles, restored with NOS parts, bucket seats, wires, \$4000; 1964 Ranchero 6, 3 spd., 66H, one of 235, almost fully restore, excluding exterior paint which is still good, white-red int., \$4000; 1963 Convertible Futura, 6-3 spd., bucket seats, new top, paint, grill, bumpers, viking blue, blue interior, wires, \$3800; 1964 Convertible Sprint, wife's car that used to belong to Dallas Cowboy Quarterback-Dandy Don Meredith, 51,000 miles, red/black, \$8000; 1964 Futura, 4-dr. sedan, can be restored, 6/auto not run in several years, blue, rust free, \$400, Barby and Susan Bruken, 3236 Amherst, Dallas, TX, 75225. (214) 361-0115.

## PARTS FOR SALE

'63 Sprint Convertible: No powertrain parts. Have top, interior, some metal and trim. Typical Michigan car with underbody stucture gone. Lou Williams, 18115 Middlebelt, Livonia, MI, 48152. (313) 522-5236.

Fordomatic 2-speed rebuilding kits with gaskets, o'rings, lip seals, clutches (bronze frictions, steels) front and rear seals, sealing rings \$50. Specify engine size and year, bands \$25 ea., adjustable modulator \$6.00, bushings, washers, pumps and misc. had parts available. Kits, bands & parts available for small, medium case, C-4 & C-6. David Edwards, Box 245-FC, Needham Hgts., MA 02194. (617) 449-2065. Evenings.

1960-63, 65, 66, 67, and 68 Falcon Shop Manual, \$29.95.  
1960, 62, 63, 64, 67, 68 and 70 Falcon Owners Manual, \$10.00.  
1963-65 Falcon Windshield Rubber Hardtop and Convertible, \$75.00.  
1960-65 Falcon Windshield Rubber Sedan and Ranchero, \$45.00.  
1960-65 Falcon Door Rubber Tudor and Ranchero, \$48.50 PR.  
1960-65 Falcon Door Rubber Fordor (4 doors) \$75.00 SET.  
1960-65 Falcon Vent Rubber (All except Hardtop and Convertible) \$45.00 PR.  
1960-65 Trunk Rubber Weatherstrip, \$27.50.  
1964-70 Trunk Rubert Weatherstrip, \$37.50.  
1960-70 Falcon Parts Catalog, \$1.00.  
ALL ITEMS IN THIS AD POSTPAID, Obsolete Ford Parts Co., Inc., "The Old Reliable One", 311 East Washington Avenue, Nashville, GA, 31639. (912) 686-2470/5101.

New Carpet sets for all Falcons. OEM specifications: 100% nylon loop curl with jute backing, heel pad, all standard colors available. \$105.00 postpaid. For '63 Falcon, front LH fender, \$45.00; hood \$20.00; trunk deck lid, \$20.00, parking brake assembly \$10.00; dash cluster \$15.00. Tom Massarelli, 10 Young St., Poughkeepsie, NY, 12601. (914) 471-7769.

1965 Ranchero, new parts include: door guards, pedal pads, tail lights, mirror, grille, and weatherstripping. Skip Goddard, 2625 West Virginia, Tucson, AZ, 85746.

1967 Sport Coupe, 289, Auto, 99% complete, runs poor, needs frame work and rear 1/4's. Excellent parts car. Asking \$300. Howie Wheeler, 31 Metcalf Rd., Tolland, CT., 06084. (203) 871-6916. After 5:00 p.m.

'63 Doors, 2-dr., good glass, no rust, \$25.00 each and shipping; red console, good chrome \$25.00; instrument cluster with chrome \$25.00, most wiring. '65 Palamino arm rests \$10.00 pr.; instru-cluster \$25.00; ash try \$5.00, glove box and door \$15.00; tailgate glass hand crank mechanism \$25.00 or part out, spare tire cover \$5.00, spinner hub caps \$50/4 14". Other small parts. Gary Graves, 262 S. Worc. St., Norton, MA, 02766. Home (617) 285-7735. Work (617) 699-1161.

Northwest Classic Falcons: We've recently acquired a new shipment of sheet metal of the 64/65 vintage. All pieces are rust free and in good shape. We also have one pair of 64/65 NOS fenders, one pair of 60/63 NOS doorskins, one LH 64/65 NOS htdp. and convertible door and one LH 66 NOS fender. Our carpets are still on special for \$125.00 and we're continuing to add to our selection of new, reproduction, NOS and quality used parts for all Falcons on a regular basis. We do not have a catalog or list at this time, so please send list of your needs or specific inquiry with SASE to Northwest Classic Falcons, 137 N.E. 109th Ave., Portland, OR, 97220. (503) 252-6513.

Our selection of new and used parts has increased, and 63 Sprint and convertible parts are in good supply at this time. We have just about everything you would need. Write SASE or call. Ron Boesl, 137 N.E. 109th Ave., Portland, OR, 97220. (503) 252-6513.

NOS used and reproduction parts and accessories. Specializing in '60-65 Ranchero. Parts locating service available. Large 2-stamp SASE please. Roy Thompson, 8422 E. Cortex, Scottsdale, AZ, 85260. (602) 998-8624.

Parting out 1965 Ranchero 66A (8 cyl.) no engine or transmission. New parts include grille, taillights, back-up and brake light kits, suspension, window rubber, glove-box and chrome door edge mouldings; unused re-chromed bumpers. Skip Goddard, 2625 West Virginia, Tucson, AZ, 85746.

FALCON PARTS? You bet! I specialize in good to excellent used parts with many 1964-65 cars in stock being parted out and a fair selection of 1960-63 parts cars in stock. My inventor changes weekly so send your requests with an SASE. Ed January, Coburg Auto Recyclers, P. O. Box 8405, Coburg, OR 97401. (503) 342-8347.

In order to ensure the highest quality parts inventory, FALCON EDDIE is now on a west coast "Parts Hunt." We will travel the entire state looking for the true "Falcon Heaven." Watch for upcoming ads, large stock on hand for 60-65 to date. Send want and needs with PLEASE!! SASE to: Falcon Eddie, 2830 Belden Dr., Los Angeles, CA, 90068. (213) 463-0155.

Northwest Classic Falcons is pleased to announce that we now have a Falcon pin for the tried-and-true Falcon enthusiast. It's solid sterling silver, 1/8" thick, 1 1/4" long, tie-tack type pin and patterned after the 65 sedan delivery fender ornament. Price is \$22.50 plus \$2.00 for shipping. The background around the word Falcon can be enameled for an additional \$5.00 in the color of your car or the color of your choosing. More styles are pending. Send check or money order to Northwest Classic Falcons, 137 N.E. 109th Ave., Portland, OR 97220. (503) 252-6513.

#### FALCON PARTS WANTED

For 1964 Futura: black steering wheel in useable condition (small cracks acceptable); driveshaft for V8 MT, must be 55 1/2" extreme length excluding yoke. Skip Goddard, 2625 West Virginia, Tucson, AZ, 85746.

For 1962 - Heater Cable Assembly. Jason Meadors, 4 Fox Hollow, Valdosta, GA 31601.

For '63 convertible: used original electric clock. Part Number C2DZ15A000-A; wire and socket, part number COMF15026-A. Al Serena, 3213 Lake Mead Ct., Fremont, CA, 94536. (415) 489-0964.

# Falcon

## Door Adjustments

### Front Door

Fore and aft adjustment of the doors in their openings are made at the door hinge-to-body attaching bolts. It is necessary to remove the cowl side trim panel for access to the bottom hinge bolts. The top hinge bolts are reached through an opening in the body up alongside the instrument panel.

The up and down, and in and out adjustment of the doors is made at the door hinge to door attaching bolts.

After the door has been properly fitted, check the alignment of the door lock rotor and striker plate. Adjust the striker in or out, or up and down, as required by moving it in the oversize bolt holes.

*The doors must be properly*

*aligned with the body openings before window adjustments are made.*

### Rear Door

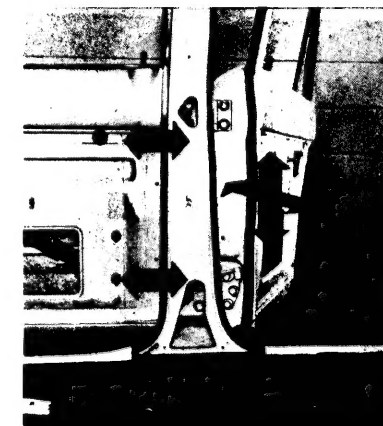
The upper and lower hinges of the rear door are adjustable at the center pillar-to-hinge attaching bolts to provide a fore and aft movement of the door. It is necessary to remove the trim panel on the pillar to gain access to the hinge bolts.

The hinge-to-door attaching bolts provide the up and down, and in and out adjustment of the door in the opening.

When proper adjustment has been obtained, check the alignment of the door lock rotor and striker plate, then install the trim panel on the pillar.



Front door adjustments are made at the hinges, in the usual way.



Rear door fore and aft adjustments are made at center pillar bolts.